

ADMINISTRATIVE - INTERNAL USE ONLY

31 March 1978

MEMORANDUM FOR: Deputy Director for Administration

THROUGH: Ben Evans
DCI/MAG Advisor

FROM: [REDACTED]
Chairman, DCI/MAG

SUBJECT: Parking Violations on Agency Compound

The attached memorandum by [REDACTED] represents DCI/MAG's support for the use of the "Denver boot" as a way of enforcing the Agency's parking system without jeopardizing the security of personnel under cover, without having administrative review of tickets and without promoting unequal treatment on the basis of cover status of those employees who receive tickets.

Attachment

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22 March 1978

MEMORANDUM FOR: Deputy Director for Administration

SUBJECT : Parking Violations on Agency Compound

1. On 31 January, at your suggestion, [REDACTED] VOGC STATINTL brought to our attention the present security problem that faced covert employees who acquired traffic violations. This problem promised to become even more serious if, as planned, the federal court terminated its on-site hearings, and the employees chose to contest the violations. At the time, MAG discussed and approved a plan that would remove the present and potential security problem, yet still discourage the abuse of the parking regulations. We would like to submit to you the plan, as outlined below, and our reasons for believing that it will not only resolve the security problem but also actually be a more effective deterrent to parking violations than is the present summons procedure.

2. The plan would work as follows: When one of the federal officers observes that a vehicle is parked in a reserved space without a sticker, he would note the license number and attach a notice of "violation" to the vehicle. He would then call the license number into a central exchange, together with the number of the space (or lane, if in a general parking area) in which the vehicle was parked. A data base containing all registered licenses and allocated spaces would be scanned. If the vehicle was parked illegally, i.e., in a space or lane not assigned to it, the officer would attach to a wheel of the vehicle a "Denver Boot"--a device which is locked to the wheel and which immobilizes the vehicle until it is removed. If in fact the vehicle was in the proper space or lane, the violation would be noted in the computer data base. However, no further action would be taken unless the vehicle had accumulated some "threshold" number of violations. In this case, a boot would also be attached.

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We believe this latter use of the boot might be required to encourage persons to display their parking stickers, thus facilitating the patrolling officers' functions. As important, it would discourage people from lending "lane" or "reserved" stickers to others who could then use them to park in lanes illegally. In either case, the person finding the boot on his car would have to go to some central location from which an officer would be dispatched to remove the boot.

3. The plan as described would eliminate the need for a legal summons, but still deter those individuals who habitually abuse the system. We believe that the chronic violator does so to accommodate his own convenience, and is sometimes willing to accept the chance of a fine that he can pay at his leisure. However, the same individual might not chance the possibility of making the equivalent of three one-way trips to his car, plus suffering the delay in getting the boot removed, just to save himself, at the furthest, a walk to the West lot.

4. The plan would also prove a benefit to the driver who normally abides by the regulations but occasionally finds that he either does not have his permit or has forgotten to display it. Assuming that a violation would keep him below the threshold, he could stay in his assigned space and know that he would at most receive a warning.

5. Of course, the plan as described in paragraph 2. should be considered only as a candidate model. Modifications, some of which may not be apparent until implementation, will no doubt be required. For example, the data base would have to assign violation totals against an employee, rather than a particular vehicle, since one employee may use several vehicles. This cross-referencing of the data base is, of course, a trivial programming task. Also, consideration might be given to calling the violator at his or her extension before attaching the boot, to give the driver the opportunity to move the illegally parked vehicle. The desired effect would still be achieved, viz, inconveniencing the chronic offender.

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6. We do not believe that such a plan would evoke any negative employee reaction toward either the Office of Security or the Federal Protection Officers. On the contrary, the vast majority of employees adhere to the parking regulations and generally look with disdain on those who violate these regulations and thus inconvenience the majority. We doubt whether complaints against the system would find a sympathetic ear. In fact, those MAG members who have polled their associates informally on this matter have observed a strongly favorable reaction to the plan proposed above.

7. We therefore submit the plan for your consideration. Should you wish to explore aspects of this problem further with the MAG, we are at your disposal.

 STATINTL

NFAC Representative/DCI MAG

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